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NEAR HEROES IN NEAR TRAGEDY

Valiant Scribe Lends Helping Hand and Gets Only Guying as a Reward.

Bang! A report like unto that of a 50-95 express rifle rang through the vaulted halls of the police station. Crash! There followed the sound of breaking glass. The sheriff made a mad dash for his private office, whence the sound emanated; the deputy sheriff darted after him, drawing his gun as he ran.

With visions of a wholesale jail delivery, accompanied by all of the ghastly horrors of battle, murder and sudden death, in his mind's eye, The Advertiser man stood rooted to the spot. Then he thought of the sorrowful hearts that would ache in the Jarrett and Rose homes were the two valiant officers to go to their deaths unaided. He looked about for weapons and spied a dustpan. Seizing upon the implement he waved it about his head, shouted, "Hold on boys, I'm coming!" and dashed gallantly to the rescue.

Down the hall dashed the scribe. As he neared the swinging door which leads into the sheriff's outer office, he heard voices, apparently raised in altercation. Without thought for his own safety he dashed the frail barrier aside, raised the dustpan over his head and—almost brained Police Surgeon Emerson. Hurried explanations followed. The doctor was examining a patient, when a string which supported the electric lamp broke. The lamp swung down and, striking against a desk, was shattered into a thousand pieces. The report was from the bursting of the lamp; the sound of breaking glass, from the same source.

The sheriff gravely assisted the doctor in patching up the cord, and then the three heroes made their exit. Rose laughed, Jarrett looked embarrassed and The Advertiser man felt foolish.

INTERESTING FACTS CONCERNING SUGAR

To people who study commercial and financial facts there are more surprising things in the sugar situation than are contained in the sugar fiction of the yellow press and magazines, remarks the San Francisco Commercial.

The most surprising fact is that half of the sugar consumed in the United States is duty free, because raised either in Louisiana, on the western beet sugar lands, or imported from the colonial possessions of the United States. Figures of consumption and production are in detail as follows:

Sugar consumption.	Tons.
United States, 1908	3,185,000
United States, 1909*	3,350,000
United States, 1910*	3,500,000
Estimated annual increase in consumption	5 per cent
Total sugar duties paid last year.	\$56,000,000

*Estimated.

Of this the American Sugar Refining Company pays about one-half. The company also has a 29 per cent ownership in the beet sugar crop of the country.

There is more beet sugar raised on the Pacific Coast than can be consumed there, and home raised free beet sugar is driving duty-paid foreign sugar out of the entire territory west of the Mississippi River. Western beet sugars are sold not only in Kansas City and St. Louis, but in Chicago; and in certain seasons, come as far east as Buffalo. Hawaiian Island sugars are free, but only one-half of these go to California for refining; the other half goes to Philadelphia. Next year it is expected that of a total consumption of 3,500,000 tons, 1,750,000 tons will be free sugar, by reason of the increase in beet sugar, and sugar from our island dependencies.

The free of duty consumption is estimated as follows for this year and next (in tons):

	1909	1910
Beet sugars	380,000	450,000
Louisiana cane sug'r.	320,000	350,000
Hawaiian Isl. sugars	500,000	470,000
Porto Rico sugars	220,000	300,000
Philippine Isl. sug'r.	40,000	150,000

Total free sugars, 1,460,000 1,745,000
A ton of sugar has 2240 pounds, and if there were a quarter of a cent a pound profit in the refining, there would be \$5.50 per ton profit; but as a matter of fact, there is not 64 per cent profit in sugar refining. The actual cost of refining is about \$14 per ton; indeed, it is allowed by congress, after careful investigation, that 50 c of a cent or pound is a fair refining cost. The narrowness of the sugar profit is shown by the average difference between raw and refined sugar, which last year was 80 cents per hundred pounds, and this year has been but 75 cents per hundred pounds.

DANGER FROM CROUP.

A few minutes delay in treating some cases of croup, even the length of time it takes to go for a doctor often proves dangerous. The safest way is to keep Chamberlain's Cough Remedy in the house, and at the first indication of croup give the child a dose. Pleasant to take and always cures. For sale by all druggists. Beware, Smith & Co., agents for Hawaii.

NICARAGUA AND THE OPEN DOOR

Shipping Illustrated Sees Connection Between Zelaya Incident* and Oriental Question.

"Shipping Illustrated," a maritime journal, traces a connection between American intervention in Nicaragua and the trouble so many think threatening in the Orient. From Japan to Nicaragua appears a far cry, but the Shipping Illustrated points out why, in its opinion, Japan and Great Britain have their eyes upon the Nicaraguan canal route and suppose a desire on the part of those maritime powers to have an Atlantic-Pacific canal independent of the one America is digging across Panama.

It will be remembered that for some time it was a question whether Panama or Nicaragua would be selected by the government, both having strong advocates in America. The Nicaraguan project was started in 1890 and work was carried on until 1899 by a British syndicate, which abandoned the work when the American government decided to complete the work begun by the French at Panama.

The Isthmian trade has developed to such an extent, however, that there has been a revival of the Nicaraguan talk. The Tehuantepec railroad has done an amount of business far surpassing expectations and it is seen now that any transisthmian route for trade will receive patronage. Shipping Illustrated says, in part:

"The difficulties and delays and unanticipated expense in connection with the Panama Canal have, moreover, led to such doubts as to its successful accomplishment that fresh investigations have since been made of the Nicaragua route, looking once more to its successful exploitation, whether by English or other capital. This was the condition when the latest revolution in Nicaragua broke out and it seems to have been recognized by some eminent Americans as well as by men of other nations, conversant with canal possibilities, that the result of the revolution might have a bearing upon canal possibilities. It was not unnatural, in view of the well-manifested enterprise in maritime affairs, to suspect Japan of having an eye to the chance of a canal, such as that across Nicaragua, which would not be controlled by the United States, and this suspicion was the more possible of being entertained when it was remembered that Japan had a close treaty of friendship with Great Britain.

"Under these circumstances and the principles of the Monroe doctrine, it follows as a matter of course that, while much public attention may not be ostentatiously paid by other nations to the present expedition of American forces to Nicaragua, the movements and results of this expedition are being as closely, if not more closely, watched abroad as at home. It is of interest to note that American railroads are said to have been the chief beneficiaries of the Japanese transpacific enterprise stimulated by her lavish shipping subsidies in recent years, and it is evident that if she had a Nicaragua canal at her disposal, operated with the same paternal care in favor of her own merchant marine as has been the manifest wish of the Japanese government in other lines, Japanese steamers would speedily find their way to the Atlantic in increasing fleets. If only they were permitted to do so, in fact, there seems little doubt that the Japanese could be easily persuaded by British interests to not only gladly construct the Nicaragua Canal, which they could perhaps do more cheaply with their own labor than any other nation, but would monopolize its transit facilities to the exclusion of competitors.

"These are things not talked about in the Japanese press, because the patriotism of the people forbid the arousing of suspicion in a matter of such moment and of such importance to other nations as to merit their resentment, but special advice to Shipping Illustrated have intimated the possibilities herein outlined and it has been also hinted that if possible a Nicaragua canal restricted to Japanese and British shipping may be a thing of the future. The principal reason why it may not be possible is the opposition of the United States, for, of course, this country might feel like resenting any such competition as Nicaragua with Panama. Still, how could it be avoided?"

"The Monroe doctrine could hardly exclude Japanese or even British capital from investment in Nicaragua, which, although not exclusively a white republic, is certainly independent. The latest statistics showed a population of about 600,000, of whom about three-quarters are mixed blood and the rest Indians, besides the Mosquitoes, who are mostly in a savage state. With such a population it is not likely that Nicaragua would command much attention from any other nation if it were not for its geographical position and natural products. It is the largest of the states of Central America, has a long seaboard on both the Atlantic and Pacific oceans, lies between 9 degrees 45 minutes and 15 deg north latitude and between 83 degrees 40 minutes and 87 degrees 38 minutes west longitude, and contains an area of 51,960 square miles, including a large portion of the Mosquito territory. Its chief town, Managua, has a population of 30,000, its total exports are about \$4,000,000, and its imports \$5,500,000 a year. Lake Nicaragua, which has always been considered a most important feature of the canal route, is a beautiful sheet of water ready for navigation and obviating the necessity for a great deal of excavation. The Nicaragua canal seems, therefore, to be still a distinct possibility, but the question arises as to whether it may not after all be built by Americans just to prevent foreign control."

In addition to supplying the Santa Fe, the Panama Mills, as the company's properties are known, are turning out ties for the railroads of this Territory and are also utilizing the waste material in the manufacture of plow handles and such other implements as require very hard, tough wood.

The security of lumber suitable for

Commercial Review

By Churchill Harvey-Elder.

With the dawn of the year 1910, Hawaii closed one of the most prosperous twelvemonths in her history. Not only were the sugar plantations profitable during 1909, but the other industries of the Islands also made wonderful progress and are in extremely prosperous condition.

During the latter months of the year there were remarkable advances in the price of sugar stocks. This was to a large extent due to the fact that large crops and good prices enabled many of the plantations to pay extra dividends or to increase their dividend rates.

The only cloud on the horizon appeared in May, when the Japanese laborers on Waipahu and Aiea plantations went on strike. For a time the labor difficulties affected the price of these stocks, but the excellent financial condition of the two plantations enabled them to weather the storm without trouble.

Following on the Japanese labor troubles it was decided to look to other quarters for field workmen, and the decision of the immigration bureau to bring a party of Japanese colonists here, offered the planters an opportunity to try out the subjects of the Czar. Fifty Russian families accepted the inducements of the board of immigration and came here to settle, and were as quickly engaged by the planters for work on the plantations. They have given excellent satisfaction.

Early last month some 800 Portuguese immigrants, procured in the Azores and in Portugal, arrived here by the chartered steamer Swanley. They at once started for the plantations in search of work. Special Agent A. J. Campbell of the immigration board reported that an unlimited supply of desirable immigrants can be secured from Portugal should the authorities conclude to offer further inducements to settlers from that country.

During the early autumn the Inter-Island Steam Navigation Company declared a stock dividend, but so prosperous are the affairs of that company that the stock even on the new basis is selling at 115.

The Hilo Railroad Company issued a new series of 6 per cent bonds to furnish funds for the construction of the Hamakua extension, and these securities are in demand at par. In fact it is doubtful if any can be had at that price.

The pineapple industry has experienced a great boom during the last year. This is partly due to the systematic advertising campaign undertaken by the pineapple growers, and partly to the great boost which Hawaiian pineapples received at the Alaska-Yukon Exposition. So popular were the canned Hawaiian pineapples at the fair, that Assistant Secretary Cooper of the promotion committee, who was sent to Seattle in charge of that branch of the exhibit, was forced to send repeated orders for increased shipments.

The canners are receiving largely increased orders for the choice fruit, and information from the big mainland jobbers indicates that Hawaiian pineapples now occupy a unique place in the markets of the world. A new cannery was established at Ahuimanu during the summer to help provide for the increased demand.

The pineapple industry has now outgrown its swaddling and bids fair in time to rival the sugar industry in importance.

Sporadic experiments in cotton planting have proved so successful in times past that local capitalists have decided to give the industry a fair trial here, and a large acreage has already been planted. Interest in cotton is largely due to the enthusiastic support which Doctor Wilcox, director of the federal agricultural experiment station, has given all trials. Doctor Wilcox has placed his vast fund of knowledge concerning cotton at the disposal of those who have become interested and has rendered very valuable assistance.

Experiments have demonstrated that the caravana tree cotton is probably the best fitted to local conditions, and that brand is being planted almost entirely. Those samples already picked are superior even to the high-grade Sea Island cotton and are immeasurably superior to the ordinary upland cotton grown in the southern United States.

J. Edgar Higgins, horticulturalist at the federal experiment station, has succeeded in demonstrating that the mango and the avocado or alligator pear can be budded as successfully as can the navel orange, and there is every indication that these industries will be developed. Difficulties in budding have heretofore prevented the commercial growing of these fruits.

At the Alaska-Yukon Exposition the Hawaiian-grown sisal fiber received distinguished recognition, and the industry received a decided impetus in consequence. Those who have embarked in the sisal industry here have been unable to supply the demand and much land, unfitted owing to lack of water for other purposes, is being used with entire success in the cultivation of sisal.

The tobacco industry is rapidly reaching a firm footing and gives promise of becoming very important. Both the Hanakua and Kona tobacco companies are in very promising condition.

The rubber industry is also in flourishing condition and capital invested therein gives promise of bringing fine returns.

A comparatively new industry, the development of which has had far-reaching effects, is the cutting and milling of glass railroad ties. The Hawaiian Mahogany Company started the industry, making a contract with the Santa Fe railroad. The price quoted the railroad was too low, however, and the company failed. The properties were taken over by the Hawaiian Development Company and a new contract made with the railroad. So satisfactory have the results been that the Santa Fe company willingly made a new contract with the Hawaiian Development Company at an advanced rate. About 700 ties per day are now being turned out for the Santa Fe and two shipments a month are being made, by way of Honolulu.

In addition to supplying the Santa Fe, the Panama Mills, as the company's properties are known, are turning out ties for the railroads of this Territory and are also utilizing the waste material in the manufacture of plow handles and such other implements as require very hard, tough wood.

The security of lumber suitable for

railroad ties has been a serious menace to railroad extension on the mainland, and the successful use of oia to replace oak has greatly reduced the price of railroad construction.

Work on Hilo breakwater has been pushed along under the able direction of Maj. E. Eveleth Winslow, U. S. Army, the United States engineer for Hawaii. Major Winslow has taken full advantage of the available money and has not allowed any time to be lost in pushing along the construction work. During the past year work was commenced on the new naval station at Pearl Harbor, and plans drawn for a great naval drydock, designed to accommodate warships of the largest class. The Hawaiian Dredging Company has been working steadily on the \$3,000,000 dredging contract and Pearl Harbor channel is rapidly being cleared of obstructions.

Extensive fortification work is being carried on the Island of Oahu under the supervision of Major Winslow. A mortar battery has already been placed at Diamond Head and other coast defense work is under way.

Plans have been approved for a \$2,000,000 brigade post at Leilehua, and a temporary cantonment is already in existence. The first and third squadrons of the Fifth United States Cavalry are stationed at Schofield Barracks, as the Leilehua reservation is known.

The marine garrison, during the past year, was increased from one company to four, and there is now a full battalion, under the command of Maj. Charles G. Long, stationed at Camp Very.

The Hilo Railway Company is building an extension from Hilo to Hakalau, and before the middle of the year it is expected that the work will be completed. This short line will require a large amount of trestle work, including the longest and highest bridge in the Islands. The construction of the extension will enable the Hilo Railway Company to tap some of the richest sugar country on the Island of Hawaii.

Building operations in the city of Honolulu have been very active. Many new structures have gone up, among them some which would be a credit to any city. The new home of the Hawaiian branch of the Yokohama Specie Bank, a beautiful fireproof structure of the very highest class, was completed during the year.

Money was very plentiful throughout the year, and there was no difficulty in securing the funds necessary to finance any legitimate business project. All of the banks are in very flourishing condition.

The end of the year saw the establishment of a new industry, namely the manufacture of concrete bricks out of crushed lava rock. The Honolulu Brick and Stone Company is the pioneer concern in this new field, which gives promise of reaching proportions of great importance.

In practically every line of industry the story is the same, and 1909 must go down as a noteworthy year in Hawaiian history.

BABBITT WILL GO IN SPITE OF DENIALS

In spite of "official" denials* the fact remains that W. H. Babbitt will leave shortly for Porto Rico to enlist labor for the Hawaiian plantations. There is no reason why he should not, if the planters want more Porto Ricans, and there is no reason why any denials of his mission should be made. Whether Minvielle accompanies Babbitt or not remains with the employing parties of the planters' labor bureau. Up until yesterday morning it was planned by these same employing officials that he should.

Yesterday, after The Advertiser had given the news of Babbitt's intended mission, there was commotion in labor bureau circles, a commotion so violent that it was considered necessary to put the chief of detectives on the trail of the editor of The Advertiser to learn how this paper had peeped into the minds of the labor bureau chiefs and found something worth printing. The detective was told that if Mr. Mead would call at The Advertiser office he could get any information the office had at its disposal and that there was no necessity for the police force to keep its best man on the trail.

Mr. Mead called, received his information and left, announcing that he intended to fire either Babbitt or Minvielle for talking.

The "official denial" given out by Mr. Mead to the afternoon papers is as follows:

"No general Porto Rican immigration is contemplated. For a number of years the plantations have had on their pay rolls approximately two thousand Porto Rican laborers who are the equal of any nationality of plantation laborers. Many of these Porto Ricans have relatives and friends in Porto Rico who desire to come to Hawaii, and it is such people that the Association will endeavor to obtain. There seems to be a disposition on the part of some to consider all Porto Ricans as undesirable as those who infest Kaunakakai and Iwilei. One might as well judge all Americans by the standard of the Bowery tough."

As to Mr. Babbitt and Mr. Minvielle being sent to Porto Rico: Mr. Babbitt will become an employee of the planters' association as the first of January and will be subject to the direction of the association. Mr. Minvielle is not an employee of the association and has not been engaged to go to Porto Rico."

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